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DEPARTMENT OF CITY PLANNING 450 McALLISTER STREET • SAN FRANCISCO, CALIFORNIA 94102

DOCUMENTS DEPT.

NOTICE THAT AN
ENVIRONMENTAL IMPACT REPORT
IS DETERMINED TO BE REQUIRED

DEC 31 1986

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Date of this Notice: December 26, 1986

Lead Agency: City and County of San Francisco, Department of City Planning
450 McAllister Street - 6th Floor, San Francisco, CA 94102

Agency Contact Person: Ivan Christie Telephone: (415) 558-5261

Project Title: 222 Second Street Project Sponsor: Sepulveda Properties, Inc.

86.73E

Initial Study

Project Contact Person: Kathleen Wager



5/S

t, southwest corner of Second and Howard Streets.

3735, Lots 1, 4, and 53

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BOOK

Not to be taken from the Library

n of 17-story, 225-ft.-tall office and retail bldg., in-
cal penthouse. The project would contain about 315,000
out 236,700 gsf of office space, 9,460 gsf of retail
70 parking spaces, two truck loading spaces, mechanical
ect would require demolition of two existing vacant
22,000 gsf) and removal of a 108-space surface parking

NT EFFECT ON THE ENVIRONMENT AND AN ENVIRONMENTAL
determination is based upon the criteria of the
for Resources, Sections 15063 (Initial Study), 15064
, and 15065 (Mandatory Findings of Significance), and
ted in the Environmental Evaluation (Initial Study) for

Please see attached Initial Study.

Deadline for Filing of an Appeal of this Determination to the City Planning
Commission: January 6, 1987

An appeal requires: 1) a letter specifying the grounds for the appeal, and;
2) a \$35.00 filing fee.

REF
711.4097
79307

Barbara W. Sahm
Barbara W. Sahm, Environmental Review Officer

222 SECOND STREET
INITIAL STUDY
86.73E

I. PROJECT DESCRIPTION

The proposed 222 Second Street project would be the construction of a 16-story, 225-ft. tall office and retail building, including open space and a mechanical penthouse. The project would include two basement levels, one containing mechanical and storage space, and one containing parking. The proposed building would contain a total of about 315,000 sq. ft. The proposed project would require demolition of two existing, vacant buildings (with a total area of 22,000 gross sq. ft.) formerly occupied by W. A. Palmer Films, Inc., and removal of a 108-space (valet) surface parking lot (14,025 sq. ft.).

The project site (Assessor's Block 3735, Lots 1, 4, and 53) is at the southwest corner of the intersection of Second and Howard Sts., two blocks south of Market St. and two blocks north of the James Lick Freeway (I-80). (See Figure 1, p. 2.) The total site area is 23,925 sq. ft.

The site is in the C-3-0 (SD), Downtown Office (Special Development) District and the 350-S and 150-S Height and Bulk Districts. The basic permitted floor area ratio (FAR) is 6:1; the maximum allowable FAR, including transferable development rights (TDR) is 18:1. The FAR of the project would be about 9.9:1. The project would use about 93,150 sq. ft. of TDR from as-yet unidentified lots.

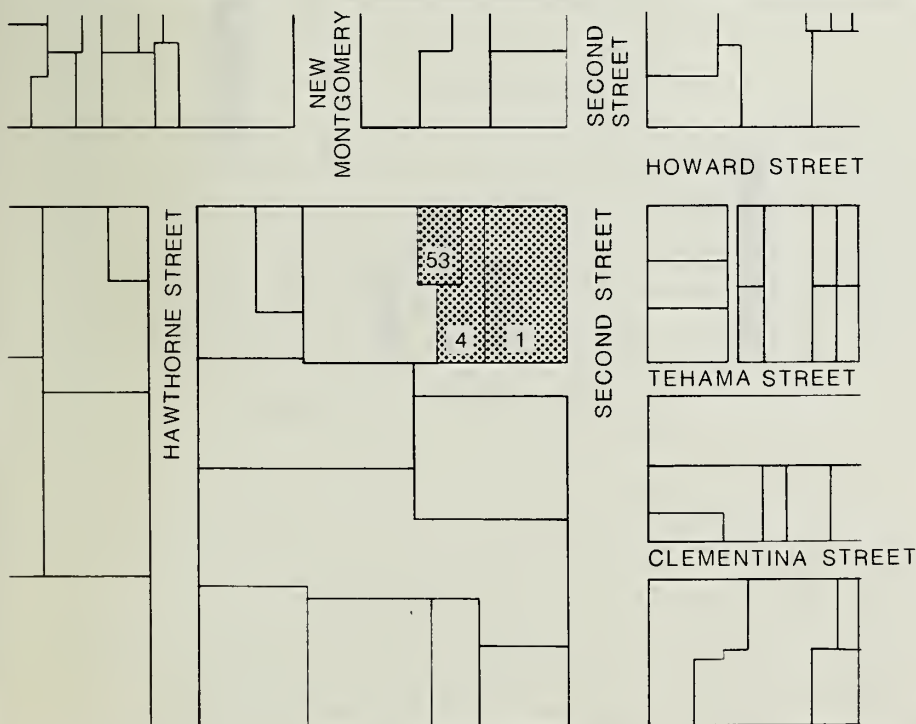
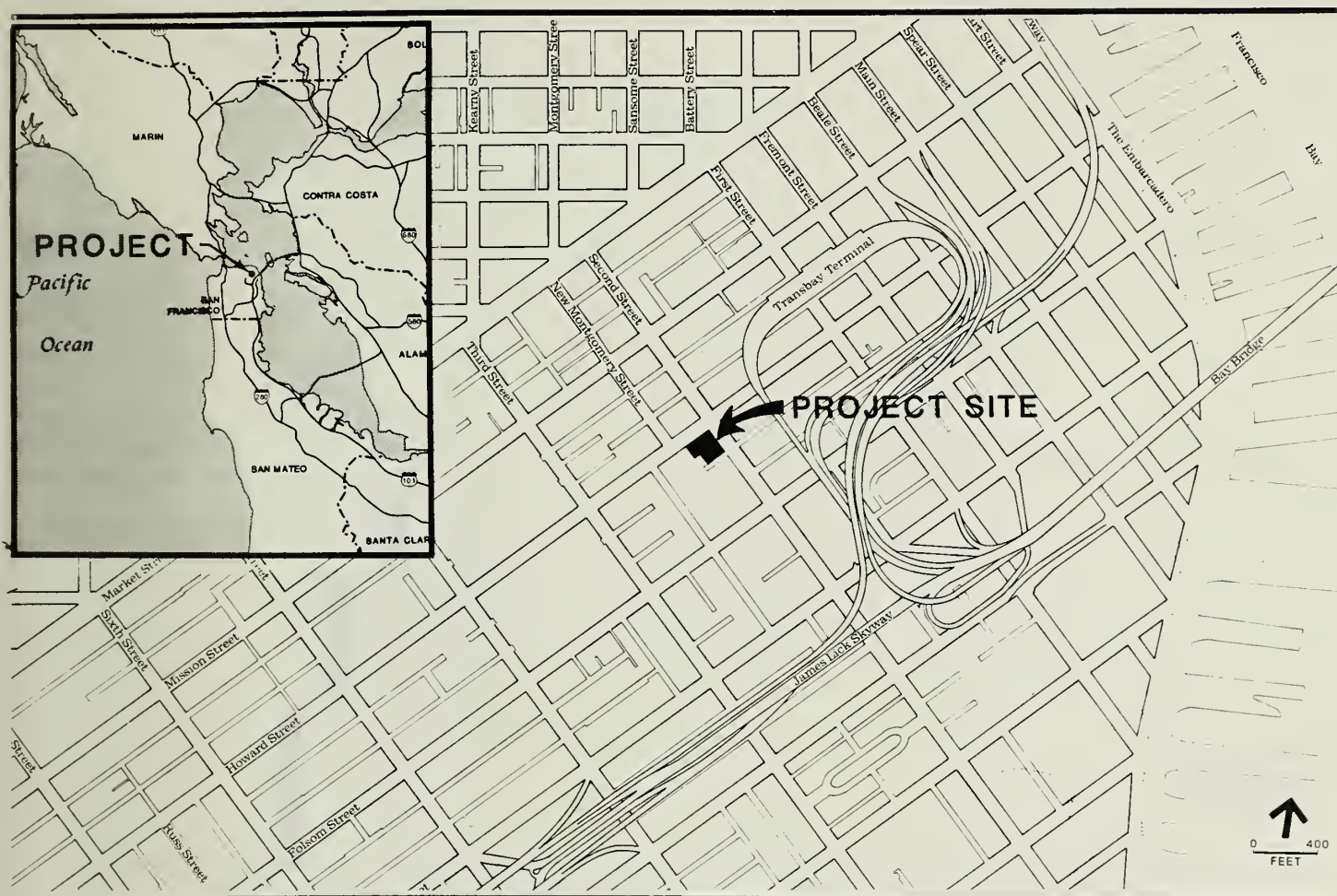
The proposed project (see Figure 2, p. 3) would contain a total of about 236,700 gross sq. ft. (gsf) of office space on floors two through 15. The project would include approximately 9,460 gsf of retail space, 5,600 gsf of open space (both uses located on the ground floor), and about 23,925 gsf of parking (about 70 spaces, located on the second basement level). The open space would be located on the ground floor around the perimeter and through the site, allowing access to retail space and permitting pedestrian passage through the site from Second St. to Howard St. The ground floor would be a double-height floor. The project would contain a total of about 315,000 gsf. Two truck loading spaces would be located on the ground level, with access from Tehama St. Access to the 70-parking spaces (all independently accessible) would also be from Tehama St. The proposed project would result in a net increase of about 231,700 gsf of office space and a decrease of about 38 parking spaces (although the area devoted to parking would

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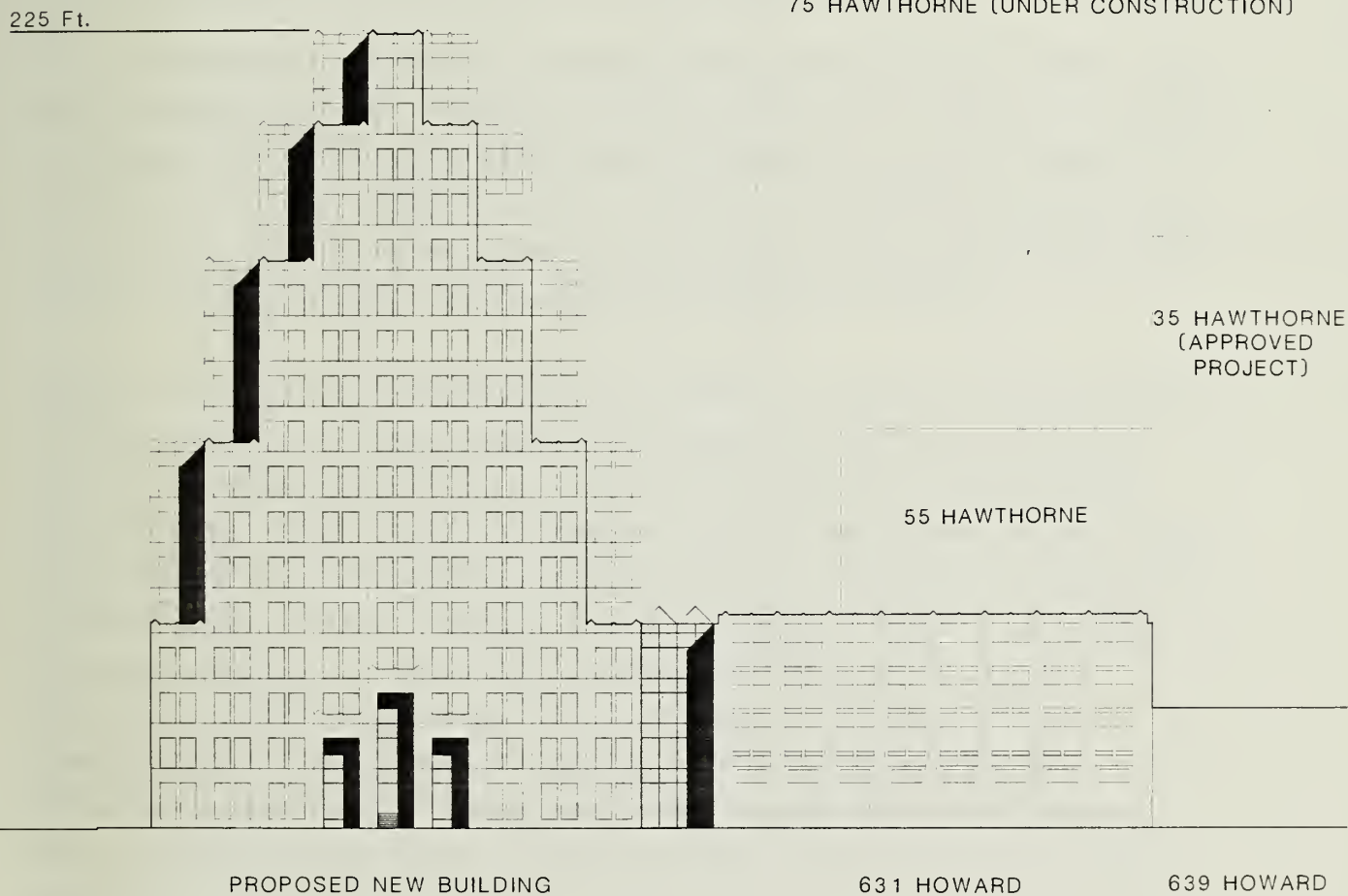
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PROJECT SITE
 (ASSESSOR'S BLOCK 3735,
 LOT NOS. 1, 4 & 53)



FIGURE 1
SITE LOCATION



0 50
FEET

FIGURE 2
HOWARD STREET ELEVATION

increase by 9,900 gsf, but because parking spaces would be independently accessible instead of valet the number of spaces would decrease). Retail and open space would be new uses to the site.

Project construction would take about 22 months; total construction cost would be about \$25,260,000. The project sponsor is Sepulveda Properties, Inc.; the project architect is Gensler and Associates.

II. INTRODUCTION – Tiered Environmental Impact Report

A tiered EIR will be prepared for the proposed 222 Second Street project. Where a prior environmental impact report has been prepared and certified for a program, plan, policy or ordinance, the lead agency for a later project that meets the specified requirements is required (as of January 1, 1986) to examine significant effects of the later project upon the environment, with exceptions, by using a tiered report (Sections 21093 and 21094 of the Public Resources Code, the California Environmental Quality Act).

Agencies are required to tier EIR's which they prepare for separate but related projects (including general plans, zoning changes and development projects), in order to avoid repetitive discussions of the same issues in successive EIRs and to ensure that EIRs prepared for later projects which are consistent with a previously approved plan, policy, program, or ordinance concentrate on environmental effects which may be mitigated or avoided in connection with the decision on each later project. Tiering is appropriate when it helps a public agency to focus on the issues ripe for decision at each level of environmental review and to exclude duplicative analysis of environmental effects examined in previous environmental impact reports. The law directs that where a prior EIR has been prepared and certified as noted above, the lead agency shall examine project-specific significant effects of the later project on the environment by using a tiered EIR.

The Initial Study is to assist the lead agency in making the determinations required for tiering. The EIR will be tiered from the Downtown Plan EIR (EE81.3, Final EIR, certified October 18, 1984) and will analyze project-specific impacts. The EIR will discuss potentially significant effects that were not examined in the Downtown Plan EIR and will include applicable mitigation measures for site-specific effects. Cumulative impacts



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of the development forecast in the C-3 districts to the year 2000 are addressed in the Downtown Plan EIR. That cumulative analysis will not be repeated in the EIR for this project. The Downtown Plan EIR may be examined at the Department of City Planning, 450 McAllister St., the San Francisco Main Library, and various branch libraries.

The Downtown Plan EIR has been, and continues to be, reviewed for validity and currency with regard to development and land use forecasts, employment growth, transportation impacts, housing production, and residence patterns. The Downtown Plan EIR forecasts are long-term forecasts that focus on amounts and types of growth expected in the downtown C-3 districts through the year 2000. No attempt was made to forecast on an annual or short-term basis; the long-term forecasts include a number of shorter-term ups and downs which average out over time. Recent preliminary information shows that the Downtown Plan EIR forecasts may have been high, indicating that in general, impacts may have been somewhat overestimated for the Downtown Plan alternative. With regard to specific issues, the assumptions in the Downtown Plan EIR remain valid and the analyses and conclusions continue to provide a reasonable conservative assessment of long-term impacts of growth.

Thus, for example, the drop in gasoline prices in early-mid 1986 was considered to be temporary and would not cause long-term shifts in transportation modes from transit and carpool to drive-alone. This is based on the expectation that gas prices will rise, and on the fact that bridges and freeways providing access to San Francisco were generally at or near capacity during the PM peak at the time the Downtown Plan EIR analyses were prepared, and have continued and are expected to continue at or near capacity in the future. While driving may appear temporarily attractive to some commuters, length of time of commute would deter others or cause shifts to carpools or transit by other drivers in the "push-pull" relationship between traffic congestion and transit ridership.

Further, the Downtown Plan EIR forecast of city-wide housing development of 600 to 1,500 units per year on average has been met during the ensuing three years for which data is available: housing completions were about 940 units in 1983-84 and about 1,000 units in 1985.

The recent increase in the vacancy rate for office space in the C-3 district suggests that growth as estimated in the Downtown Plan EIR may be somewhat less than was forecast in that document. This could possibly result in somewhat less impact.

On November 4, 1986, the voters of San Francisco passed Proposition M, entitled the "Accountable Planning Initiative." Although Proposition M could affect the approval action on this project, any environmental impacts of the project itself would not specifically be affected by passage of the proposition. If Proposition M were to have the effect of reducing the amount of development in the Downtown to the year 2000, and if reduced development were to cause a reduction in the amount of employment growth in the future, then the forecasts in the Downtown Plan EIR would have been overestimated and the corresponding cumulative impacts analyses would represent a conservative case.

The Downtown Plan EIR also analyzed annual growth rate limits of 500,000, 1,000,000 and 1,500,000 gsf of new office development, citywide, under Mitigation Measures, A. Annual Growth Rate Limits, p. V.A.1., and described the effects of these measures for each topic in the Mitigation Chapter. Thus a development cap was analyzed in the prior EIR, for these various amounts of Downtown development to the year 2000.

With regard to the Mission Bay project proposed by the Santa Fe Pacific Realty Corporation, the Downtown Plan EIR accounts for development which might occur in the Mission Bay area by the year 2000.

On the level of regional cumulative development, there are methods for predicting, in a general way, the transportation impacts of expected growth in regional economic activity, including activity at Mission Bay, before Mission Bay planning activities have produced detailed land use plans and growth forecasts. Forecast methods, such as that used in the Downtown Plan EIR and in this EIR, account for this kind of potential but somewhat speculative and non-specific development. As noted on p. C&R-B.38 (of the Downtown Plan EIR): "The EIR analysis does not ignore 'half the downtown growth,' the growth in 'functionally connected areas,' the cumulative list of major projects, or Mission Bay The effects of all of these plans and projects on the economic dynamics of downtown development' are incorporated in the EIR analyses and C-3 District forecast." (See e.g., [Downtown Plan EIR]: pp.IV.C.35-36, IV.C.50, IV.D.60, C&R-B.37-43, C&R-B.56, C&R-B.75-76, and C&R-B.77-78, and Note 42, IV.D.81d.)

Background studies for a major area-wide Mission Bay EIR are underway to accompany the planning effort. This EIR will analyze five alternative development scenarios,

including a wide range of land use mixes for the Mission Bay area, one of which will be the land use program described in Santa Fe Pacific's application for environmental review, received on September 19, 1986 (Case No. 86.505E). Each of these alternatives would include improvements to the street network and transit system, both within the Mission Bay area and in its vicinity.

Because the Mission Bay development proposal is not like a typical development proposal for a single building, the initial application requesting environmental review does not provide the same level of detail about building size, uses, design and amenities that are normal for the application. Santa Fe Pacific's current proposal, as outlined in the application for environmental review, is to proceed with construction in a number of phases. The first phase (the only phase described in the application) would include office space in the block bounded by Third, Townsend, Fourth and King Sts., and residential units in the area south of China Basin between Third and Fourth Sts. No design for this development is included. These individual building require further details to undergo environmental review and permitting for their construction, and would be unlikely to be built and absorbed until sometime in the 1990s.

In order to perform an adequate environmental review of the Mission Bay project, additional information resulting from the planning process will be necessary, including, for example, a more specific configuration of proposed land uses, a traffic circulation plan, plans for any proposed changes to the transit system, and some indication of the likely timing both of the project and of any changes to public services in the area. No final decisions on any Master Plan amendments, Planning Code amendments and zoning reclassifications and development agreement are expected until late 1987.

Hence, there are no substantial changes in the Downtown Plan, or its implementation, which require revisions to the Downtown Plan EIR. Furthermore, no new information is available now which would indicate that revisions to the Downtown Plan EIR are necessary or appropriate.

III. SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS

A. EFFECTS FOUND TO BE POTENTIALLY SIGNIFICANT

The 222 Second Street project is examined in this Initial Study to identify potential effects on the environment. The cumulative impacts of growth in the C-3 districts to the year 2000 were adequately analyzed in the Downtown Plan EIR. That analysis of cumulative impacts remains current and valid and the determination during certification of that EIR regarding significant effects remains unchanged. Some project-specific potential effects have been determined to be potentially significant, and will be analyzed in an environmental impact report (EIR). They include: the relationship of the project to the Master Plan including the Downtown Plan and the Planning Code; land use; urban design; visual quality; construction air quality and noise; project-related transportation; traffic-generated air quality effects; shadow; wind; project-related employment and cultural resources.

B. EFFECTS FOUND NOT TO BE SIGNIFICANT

The following potential impacts were determined either to be insignificant or to be mitigated through measures included in the project. These items require no further environmental analysis in the EIR:

Glare: Mirrored glass would not be used.

Housing: The project would comply with the Office Affordable Housing Production Program Ordinance. Cumulative and indirect effects, including those of the project, are addressed in the EIR prepared for the Downtown Plan.

Operational Noise: After completion, building operation and project-related traffic would not perceptibly increase noise levels in the site vicinity. Operational noise would be regulated by the San Francisco Noise Ordinance and the project would conform to the Noise Guidelines of the Environmental Protection Element of the Master Plan.

Utilities/Public Services: The proposed project would contribute to the cumulative demand for public utilities and services in the downtown, such impacts anticipated from cumulative downtown development were analyzed in the Downtown Plan EIR and no significant impacts were identified.

Biology: The project site is completely developed; therefore, the project would not affect vegetation or wildlife.

Geology/Topography: A preliminary geotechnical investigation has been made for the project, and a final detailed geotechnical report would be prepared by a California-licensed geologic engineer prior to commencement of construction. The project sponsor and contractor would follow the recommendations of the final report regarding any excavation and construction for the project. Measures to mitigate potential impacts associated with excavation and dewatering are included as part of the project (see pp. 27 and 28).

Water: The site is completely covered by impervious surfaces; therefore, the project would not affect drainage patterns or water quality. See also the measures referenced above to mitigate potential impacts of dewatering and excavation.

Energy/Natural Resources: The project would be designed to comply with performance standards of Title 24 of the California Administrative Code. Its annual energy budget would be about 120,000 Btu per sq. ft. Peak electrical energy and natural gas use would coincide with PG&E's systemwide peaks. Cumulative and indirect effects, including those of the project, are addressed in the EIR prepared for the Downtown Plan. Energy mitigation measures would be included as part of the project (see p. 29).

Hazards: The project would not create a health hazard or be affected by hazardous uses. Mitigation measures to assure project compliance with the City's Emergency Response Plan are included in the project (see pp. 29-30).

A. <u>COMPATIBILITY WITH EXISTING ZONING AND PLANS</u>	<u>Not Applicable</u>	<u>Discussed</u>
*1) Discuss any variances, special authorization, or changes proposed to the City Planning Code or Zoning Map, if applicable.	—	<u>X</u>
*2) Discuss any conflicts with the Comprehensive Plan of the City and County of San Francisco, if applicable.	—	<u>X</u>
*3) Discuss any conflicts with any other adopted environmental plans and goals of the City or Region, if applicable.	<u>X</u>	—

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

The proposed project would comply with the City Planning Code requirements concerning height, bulk and use in the C-3-0 (SD) Downtown Commercial Office (Special Development) District and the 150-S and 350-S Height and Bulk Districts in which the proposed building would be located. The relationship of the proposed project to the policies of the Master Plan, including the Downtown Plan, and provisions of the City Planning Code, will be discussed in the EIR. The project would not conflict with other adopted plans and goals; however, issues related to the compatibility with zoning and plans will be discussed in the EIR.

B. <u>ENVIRONMENTAL EFFECTS.</u> Could the project:		<u>Yes</u>	<u>No</u>	<u>Discussed</u>
1) <u>Land Use.</u> Could the project:				
* (a)	Disrupt the physical arrangement of an established community?	—	<u>X</u>	<u>X</u>
(b)	Have any substantial impact upon the existing character of the vicinity?	<u>X</u>	—	<u>X</u>

The proposed project site is located south of Market Street, in the C-3-0 (SD) District covered in the Downtown Plan. The proposed project, containing office and retail uses, would constitute an increase in the intensity of the prevailing land uses on the site and in the surrounding area.

Land use and zoning issues will be discussed in the EIR.

2) <u>Visual Quality.</u> Could the project:		<u>Yes</u>	<u>No</u>	<u>Discussed</u>
* (a)	Have a substantial, demonstrable negative aesthetic effect?	—	<u>X</u>	<u>X</u>
(b)	Substantially degrade or obstruct any scenic view or vista now observed from public areas?	—	<u>X</u>	<u>X</u>
(c)	Generate obtrusive light or glare substantially impacting other properties?	—	<u>X</u>	<u>X</u>

The project's appearance and possible effects on views will be discussed in the EIR. Mirrored glass would not be used in the project; the building would not result in glare affecting other properties. The project would comply with City Planning Commission

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

Resolution 9212 which prohibits the use of mirrored or reflective glass. The EIR will, therefore, not discuss glare.

The EIR will discuss the proposed project's relationship to the urban design policies of the Downtown Plan and the objectives and policies of the Urban Design Element of the Master Plan.

3) <u>Population.</u> Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
* (a) Induce substantial growth or concentration of population?	—	<u>X</u>	<u>X</u>
* (b) Displace a large number of people (involving either housing or employment)?	—	<u>X</u>	<u>X</u>
(c) Create a substantial demand for additional housing in San Francisco, or substantially reduce the housing supply?	—	<u>X</u>	<u>X</u>

One attendant is currently employed at the existing parking lot on the project site. The two vacant buildings, which housed W. A. Palmer Films, Inc. until December 1984, contained 15 full-time and two part-time employees. The project would not displace these employees as Palmer Films has continued and expanded its operations elsewhere. Project specific employment information regarding number and type of employees on site with the project will be included in the EIR.

The project would generate a demand for about 89 dwelling units according to the Office Affordable Housing Projection Program (OAHPP) formula. The project must comply with the OAHPP, Ordinance No. 358-85, requiring the provision of 89 units or payment of an in-lieu fee of about \$1,237,300. Cumulative and indirect effects including those of this project are addressed, and may be found in, the Downtown Plan EIR. That analysis remains current and valid, and will not be repeated in the 222 Second Street EIR.

The Downtown Plan EIR concluded that population effects resulting from development in the C-3 districts under the Downtown Plan would not be significant. That conclusion would remain true with the project. The Downtown Plan EIR (EE81.3, Final EIR certified October 18, 1984) may be examined at the Department of City Planning, 450 McAllister St.; the San Francisco Main Library; and various branch libraries.

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

4) <u>Transportation/Circulation.</u> Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
* (a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system?	<u>X</u>	—	<u>X</u>
(b) Interfere with existing transportation systems, causing substantial alterations to circulation patterns or major traffic hazards?	<u>X</u>	—	<u>X</u>
(c) Cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity?	<u>X</u>	—	<u>X</u>
(d) Cause a substantial increase in parking demand which cannot be accommodated by existing parking facilities?	<u>X</u>	—	<u>X</u>

Increased employment at the site would increase demand on existing transportation systems. The number of pedestrians in the area would also increase. The project would not alter existing circulation patterns except during construction; its effects on circulation during construction will be discussed in the EIR. The project would decrease the number of parking spaces on the site from 108 to about 70. Trip generation will be discussed in the EIR. Traffic would enter and exit the proposed project's garage on Tehama Street, and could affect traffic on Second St., a Transit Preferential Street. Localized transportation impacts of the project will be analyzed in the EIR.

The proposed project could cause traffic circulation problems, and increases in traffic, transit and parking demand. The EIR will discuss traffic increases and movement as they relate to the operation of the street and freeway network in the project vicinity, in particular, the I-80 and US 101 ramps in the vicinity.

The cumulative transportation effects of development in the C-3 districts, including the project, are analyzed in the Downtown Plan EIR. The Planning Commission in certifying the Downtown Plan EIR determined that cumulative transportation impacts would have a significant impact. The cumulative analysis in the Downtown Plan regarding transportation will be incorporated by reference into the 222 Second Street EIR, and the project effects in relation to cumulative impacts will be discussed. The analysis in the Downtown Plan EIR remains current regarding future and project conditions.

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

5) <u>Noise</u> . Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
* (a) Increase substantially the ambient noise levels for adjoining areas?	<u>X</u>	<u>—</u>	<u>X</u>
(b) Violate Title 25 Noise Insulation Standards, if applicable?	<u>—</u>	<u>X</u>	<u>X</u>
(c) Be substantially impacted by existing noise levels?	<u>—</u>	<u>X</u>	<u>X</u>

Demolition, excavation, and building construction would temporarily increase noise in the site vicinity. The project would require six to seven weeks of piledriving. Project construction noise and its possible effects on sensitive receptors will be addressed in the EIR.

The noise environment of the site, like all of downtown San Francisco, is dominated by vehicular traffic noise. The Downtown Plan EIR indicates a day-night average noise level (Ldn) of 71 dBA on Second St. and 75 dBA on Howard St. adjacent to the site in 1984./1,2/ The Environmental Protection Element of the Master Plan contains guidelines for determining the compatibility of various land uses with different noise environments. For office uses, the guidelines recommend no special noise control measures in an exterior noise environment up to an Ldn of 70 dBA. For noise levels of 75 dBA and above, the guidelines recommend an analysis of noise reduction requirements and inclusion of noise insulation features in the building design. The project sponsor has indicated that noise insulation measures would be included as part of the design (see mitigation, p. 27). The proposed structure would not include housing, so Title 25 Noise Standards would not be applicable.

Project operation would not result in perceptibly greater noise levels than those existing in the area. The amount of traffic generated by the project during any hour of the day, and cumulative traffic increases at the time of project completion, would cause traffic noise levels to increase by one dBA or less. To produce a noticeable increase in environmental noise, a doubling of existing traffic volume would be required; traffic increases of this magnitude would not occur with anticipated cumulative development including the project./3/

The project would be required to comply with the San Francisco Noise Ordinance, San Francisco Police Code Section 2909, "Fixed Source Noise Levels," which regulates mechanical equipment noise. The project site and surrounding area are within a C-3-0 district. In this district, the ordinance limits equipment noise levels at the property line

to 70 dBA between 7 a.m. and 10 p.m. and 60 dBA between the hours of 10 p.m. and 7 a.m. During lulls in traffic, mechanical equipment generating 70 dBA could dominate the noise environment at the site. The project engineer and architect would include design features in the building to limit mechanical equipment noise levels to 60 dBA. As equipment noise would be limited to 60 dBA to meet the nighttime limit, it would not be perceptible above the ambient noise levels in the project area; operational noise requires no further analysis and will not be included in the EIR.

NOTES - Noise

/1/ San Francisco Department of City Planning, Downtown Plan Environmental Impact Report (EIR), EE81.3, certified October 18, 1984, Vol. 1, Table IV.J.2.

/2/ dBA is a measure of sound in units of decibels (dB). The "A" denotes the A-weighted scale, which simulates the response of the human ear to various frequencies of sound.

Ldn, the day-night average noise level, is a noise measurement based on human reaction to cumulative noise exposure over a 24-hour period, taking into account the greater annoyance of nighttime noises; noise between 10 p.m. and 7 a.m. is weighted 10 dBA higher than daytime noise.

/3/ See Downtown Plan EIR, Vol. 1, Continuous Section IV.E. generally and Section IV.J., pp. IV.J.8-18. Increases of 1 dBA or less in environmental noise are not noticeable by most people outside a laboratory situation (National Academy of Sciences, Highway Research Board, Research Report No. 117 (1971)). (See also FHWA Highway Traffic Noise Prediction Model, Report #FHWA-RD-77-108, December 1978, p. 8, regarding doubling of traffic volumes producing increases of 3 dBA or more, which are noticed by most people.)

6) <u>Air Quality/Climate</u> . Could the project:		<u>Yes</u>	<u>No</u>	<u>Discussed</u>
* (a)	Violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation?	<u>X</u>	—	<u>X</u>
* (b)	Expose sensitive receptors to substantial pollutant concentrations?	—	<u>X</u>	<u>X</u>
(c)	Permeate its vicinity with objectionable odors?	—	<u>X</u>	<u>X</u>
(d)	Alter wind, moisture or temperature (including sun shading effects) so as to substantially affect public areas, or change the climate either in the community or region?	<u>X</u>	—	<u>X</u>

Two types of air quality impacts could be expected from the proposed project: long term impacts related to use and operation of the project, and short-term impacts from

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

construction activity. Project related traffic and cumulative downtown traffic can be expected to contribute to existing air pollution near the project site and will be discussed in the EIR.

Construction activities would temporarily affect local air quality. Demolition and construction activities would not involve burning of any materials and would not create objectionable odor. Demolition, grading and other construction activities would temporarily affect local air quality for about 22 months, causing a temporary increase in particulate dust and other pollutants. Dust emission during demolition and excavation would increase particulate concentrations near the site. Dustfall can be expected at times on surfaces within 200 to 800 ft. Under high winds exceeding 12 miles per hour, localized effects including human discomfort might occur downwind from blowing dust. Construction dust is composed primarily of large particles that settle out of the atmosphere more rapidly with increasing distance from the source. More of a nuisance than a hazard for most people, this dust could affect persons with respiratory diseases, as well as sensitive electronics or communications equipment. The project sponsor would require the contractor to wet down the construction site twice a day during construction to reduce particulates by at least 50% (see p. 27).

Diesel-powered equipment would emit, in decreasing order by weight, nitrogen oxides, carbon monoxide, sulfur oxides, hydrocarbons, and particulates. This would increase local concentrations temporarily but would not be expected to increase the frequency of violations of air quality standards. The project sponsor would require the project contractor to maintain and operate construction equipment in such a way as to minimize exhaust emissions (see p. 27). Construction air quality effects require no further analysis.

The cumulative effects on air quality of traffic emissions from traffic generated by development in the C-3 districts including the project are analyzed in the Downtown Plan EIR. The Planning Commission in certifying the Downtown Plan EIR determined that cumulative air quality impacts would have a significant impact. The cumulative analysis in the Downtown Plan EIR regarding air quality will be incorporated by reference and the project effects in relation to cumulative effects will be discussed. The analysis and conclusions of the Downtown Plan EIR remain current regarding future and project conditions.

Potential shadowing impacts of the project on sidewalks, parks and other open spaces will be discussed in the EIR. The analysis will include shadow diagrams.

Section 148 of the Planning Code establishes comfort criteria of 11 mph equivalent wind speed for pedestrian areas and 7 mph for seating areas, not to be exceeded more than 10% of the time, year-round between 7:00 a.m. and 6:00 p.m. Project wind effects including the results of wind tunnel testing and the effects of the project in relation to the Downtown Plan criteria, will be discussed in the project EIR.

7) <u>Utilities/Public Services.</u> Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
* (a) Breach published national, state or local standards relating to solid waste or litter control?	—	<u>X</u>	—
* (b) Extend a sewer trunk line with capacity to serve new development?	—	<u>X</u>	—
(c) Substantially increase demand for schools, recreation or other public facilities?	—	<u>X</u>	<u>X</u>
(d) Require major expansion of power, water, or communications facilities?	—	<u>X</u>	<u>X</u>

The Downtown Plan EIR concluded that demand for utilities and public services resulting from development in the C-3 districts under the Downtown Plan would not be significant. The project would fall within this development forecast. The Downtown Plan EIR analysis remains current and valid for future and project conditions. The Downtown Plan EIR (EE81.3, Final EIR certified October 18, 1984) may be examined at the Department of City Planning, 450 McAllister St.; the San Francisco Main Library and various branch libraries. This topic requires no further analysis in the EIR.

8) <u>Biology.</u> Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
* (a) Substantially affect a rare or endangered species of animal or plant or the habitat of the species?	—	<u>X</u>	<u>X</u>
* (b) Substantially diminish habitat for fish, wildlife or plants, or interfere substantially with the movement of any resident or migratory fish or wildlife species?	—	<u>X</u>	—
(c) Require removal of substantial numbers of mature, scenic trees?	—	<u>X</u>	—

Because the site is covered by impervious surfaces, the project would not affect plant or animal habitats. This topic will not be discussed in the EIR.

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

9) <u>Geology/Topography/Hydrology.</u> Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
(a) Expose people or structures to major geologic hazards (slides, subsidence, erosion, and liquefaction)?	—	<u>X</u>	<u>X</u>
(b) Change substantially the topography or any unique geologic or physical features of the site?	—	<u>X</u>	<u>X</u>

The project site is at about 15 ft., San Francisco City Datum (SFD)./1/ Soils at the site are composed of loose dune sand and fill with debris about 16 to 19 ft. deep. This, in turn, is underlain by one to three ft. of medium dense sandy silt and then, about 58 ft. of medium dense to very dense clayey sand and sand (Posey Formation)./2/ Groundwater levels are expected to be encountered at about 22 ft. below the ground surface./2/

Excavation for the project foundation and basement parking would be conducted to a depth of about 83 ft. SFD, or 22 ft. below grade (about 12 ft. below the existing on-site basement, and about 10 ft. below the basement of the adjacent 631 Howard St. building). A driven pile foundation would probably be required. Vibrations from the impact during pile driving would be felt in adjacent and nearby buildings. These vibrations have been found to be more disturbing to some people than high noise levels. General stress reaction has been observed in humans exposed to brief sounds of 76 dBA. Vibration and noise effects of pile driving on adjacent uses will be addressed in the EIR.

Dewatering would be required during excavation. Dewatering could cause some settlement of the adjacent building at 631 Howard St. The project includes measures to mitigate this potential impact (see pp. 27 and 28).

Pit walls would be shored up to prevent lateral movement during excavation. The adjacent 631 Howard St. structure might need to be underpinned, should excavation go below the base of its foundation, to avoid such damage as cracking of walls or foundations or sagging of floors. The building contractor must comply with the San Francisco Building Code and the Excavation Standards of the California Occupational Safety and Health Agency. Additionally, lowering of the local water table by project dewatering could result in rotting of wooden piles in the site vicinity. A measure to mitigate such an impact would be included as part of the project (see p. 28). If appropriate, a preconstruction survey of adjacent buildings and streets would be made to establish existing elevations.

The closest active faults to San Francisco are the San Andreas Fault, about 9 miles southwest of Downtown, and the Hayward and Calaveras Faults, and 15 and 30 miles east of Downtown, respectively. The project area would experience Strong (Intensity Level D, general but not universal fall of brick chimneys, cracks in masonry and brick work) groundshaking during a major earthquake./4/ The building would be required to meet current seismic engineering standards of the San Francisco Building Code. (See Mitigation Measures for the project's emergency response plan, pp. 29 and 30.) The project would replace buildings on the site built prior to current seismic code standards, and therefore generally more susceptible to earthquake damage.

The project would not have a substantial effect on geology, topography or hydrology, and these topics will not be discussed in the project EIR.

NOTES - Geology/Topography/Hydrology

/1/ San Francisco City Datum establishes the City's "O" point for surveying purposes at approximately 8.6 feet above mean sea level.

/2/ Converse Ward Davis Dixon, "Foundation Investigation, Chevron Building, 2nd and Howard Streets, San Francisco, CA," October 13, 1981.

/3/ The Central Institute for the Deaf, Effects of Noise on People, U.S. EPA, 1971.

/4/ URS/John A. Blume and Associates, San Francisco Seismic Safety Investigation, 1974. Groundshaking intensities that would result from a major earthquake were projected and classified on a five-point scale ranging from E (Weak) through A (Very Violent).

10) <u>Water</u> . Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
* (a) Substantially degrade water quality, or contaminate a public water supply?	—	<u>X</u>	—
* (b) Substantially degrade or deplete ground water recharge?	—	<u>X</u>	<u>X</u>
* (c) Cause substantial flooding, erosion or siltation?	—	<u>X</u>	<u>X</u>

The site is currently covered with impervious surfaces. The project would cover the site with a building and paved area and therefore would not alter the drainage pattern of the site. Site runoff would drain into the City's combined sanitary and storm drainage system. A mitigation measure to prevent sediment from entering storm sewers is

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

proposed as part of the project (see p. 28). The project would not affect drainage patterns or water quality because the site is now entirely covered with impermeable surfaces. No further analysis of this topic is required in the EIR.

11) <u>Energy/Natural Resources</u> . Could the project:		<u>Yes</u>	<u>No</u>	<u>Discussed</u>
*	(a) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	—	<u>X</u>	<u>X</u>
	(b) Have a substantial effect on the potential use, extraction, or depletion of a natural resource?	—	<u>X</u>	<u>X</u>

The site is currently unoccupied. Annual energy consumption of the previous service and retail use on the site, however, was about 148,000 kWh of electricity and about 1.09 billion Btu of natural gas at the source. A minimal but unknown amount of energy is consumed by existing parking uses on the site./1,2/

Removal of existing structures would require an unknown amount of energy. Fabrication and transportation of building materials, worker transportation, site development, and building construction would require about 435 billion Btu of gasoline, diesel fuel, natural gas, and electricity./3/ Distributed over the estimated 50-year life of the project, this would be about 8.7 billion Btu per year, or about 20% of building energy requirements.

New buildings in San Francisco are required to conform to energy conservation standards specified by Title 24 of the California Administrative Code. Documentation showing compliance with these standards is submitted with the application for the building permit and is enforced by the Bureau of Building Inspection.

Table 1, p. 20, shows the estimated operational energy which would be used by the project. Project demand for electricity during PG&E's peak electrical load periods, July and August afternoons, would be about 1,300 kW, an estimated 0.008% of PG&E's peak load of 16,000 MW./4/ Project demand for natural gas during PG&E's peak natural gas load periods, January mornings, would be about 1,360 cu. ft. per day, or about 0.04% of

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

TABLE 1: ESTIMATED PROJECT ENERGY USE/a,e/

Daily Natural Gas Consumption/b/

Estimated natural gas consumption per sq. ft.	12.0 Btu/c/
Estimated total natural gas consumption	33.3 Therms

Monthly Electric Consumption/b/

Estimated electrical consumption per sq. ft.	1.2 kWh (12,300 Btu)/d/
Estimated total electrical consumption	340,000 kWh (3.4 billion Btu)

Annual Consumption

Estimated total annual natural gas consumption	9,840 Therms (0.98 billion Btu)
Estimated total annual electrical consumption	4.0 million kWh (41.7 billion Btu)
Estimated total annual energy consumption	42.7 billion Btu (7,630 barrels of oil)

/a/ Energy use includes space conditioning, service water heating, and lighting in accordance with allowable limits under Title 24. Estimated electricity includes an additional three kWh/sq. ft./yr., consumed by appliances such as typewriters, computers, coffee makers, etc., than assumed by Title 24 estimates.

/b/ Electricity and natural gas consumption was based on estimates provided by Glumac and Associates, Consulting Engineers (written communication, March 21, 1986 and April 7, 1986).

/c/ Btu (British thermal unit): a standard unit for measuring heat. Technically, it is the quantity of heat required to raise the temperature of one pound of water 1 degree Fahrenheit (251.97 calories) at sea level.

/d/ Energy Conversion Factors:	one gallon gasoline	=	125,000 BTU
	one kilowatt (kW)	=	10,239 BTU
	one therm	=	100,000 BTU
	one barrel oil	=	5,600,000 BTU

/e/ Monthly and annual figures may not match due to rounding to three significant digits.

SOURCE: Environmental Science Associates, Inc., and Department of City Planning

PG&E's peak load of about 3.3 million cu. ft. per day./4/ Annual and peak daily electricity and natural gas consumption are shown in Figures 3 and 4, pp. 22 and 23. Measures to reduce energy consumption are included as part of the project (see p. 29).

Projections of electrical use for growth that would occur under the Downtown Plan, as analyzed in the Downtown Plan EIR, indicate an increase of about 330-350 million kWh

per year between 1984 and 2000, as a result of all new development occurring in the C-3 district. Natural gas consumption is expected to increase by 470 million cubic feet (about five million therms) per year during the same time period, of which 210 cubic feet (about two million therms) per year would be for office uses.

Increased San Francisco energy demands to the year 2000 would be met by PG&E from nuclear sources, oil and gas facilities, hydroelectric and geothermal facilities, and other sources such as cogeneration, wind and imports. PG&E plans to continue receiving most of its natural gas from Canada and Texas under long-term contracts.

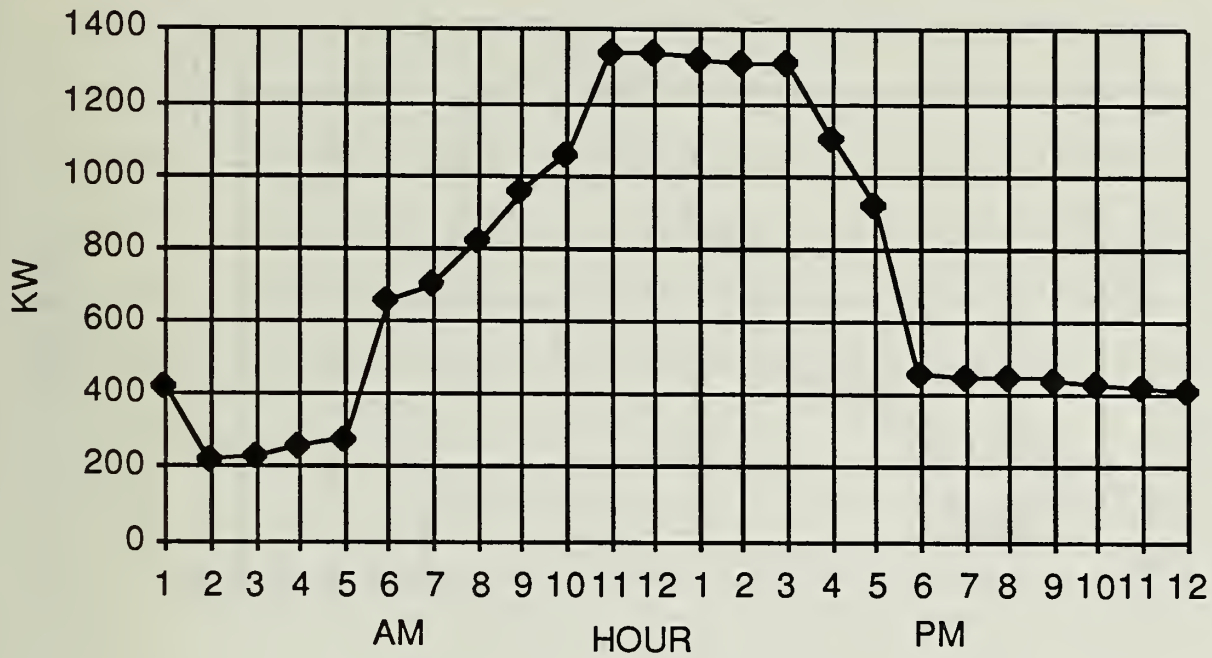
Project-related transportation would cause additional, off-site energy consumption. Annual project-related trips (about 174,000 auto vehicle trip ends [vte], 266,000 bus person trip ends [pte], 18,300 train pte, 8,300 ferry pte, 32,700 jitney/van/taxi/motorcycle/charter bus pte, 226,000 BART pte, and 203,000 Muni electric pte) would require about 141,200 gallons of gasoline and diesel fuel, and about 1.4 million kWh of electricity annually, as indicated in Table 2, p. 24. These figures were calculated based on data contained in the Downtown Plan EIR. The total annual transportation energy demand, converted with at-source factors to a common thermal energy unit, would be about 34 billion Btu, the energy equivalent of 6,070 barrels of oil. This projected use is based upon the mix of highway vehicles in California in 1987. Vehicle fuel use is expected to decrease as the vehicle fleet becomes more efficient and fuel more expensive.

The Downtown Plan EIR (pp. IV.G.5 - IV.G.19) concluded that energy consumption resulting from development in the C-3 district under the Downtown Plan would not be significant and that conclusion remains valid for the future and project conditions.

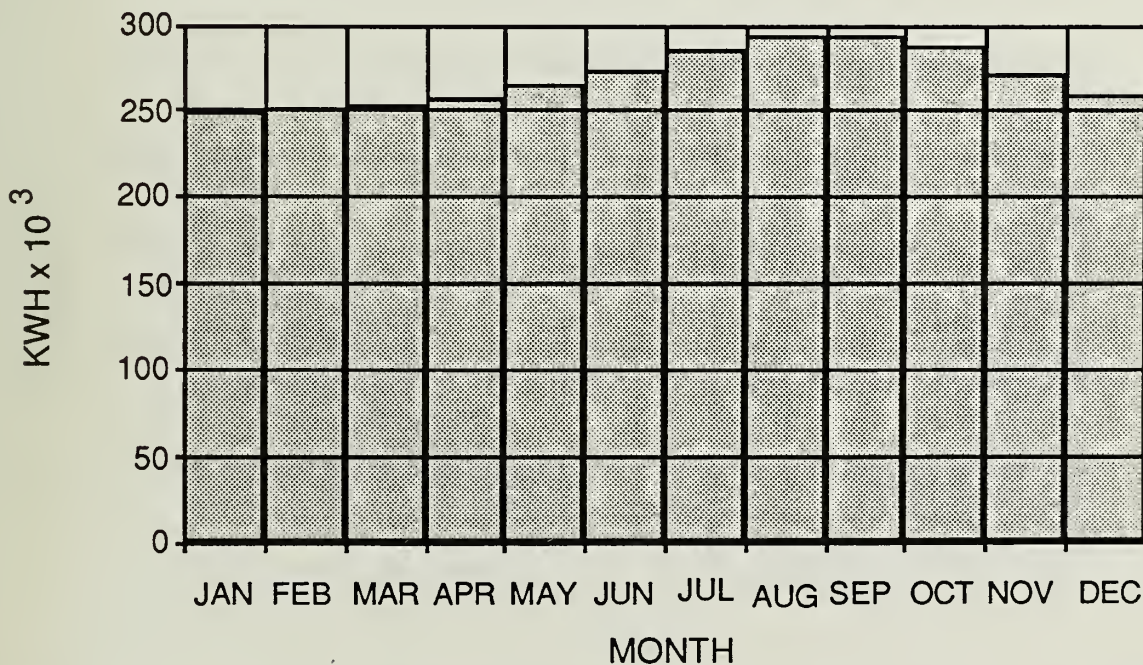
This topic, energy impacts, requires no further analysis and will not be discussed in the EIR.

NOTES - Energy/Natural Resources

- /1/ Existing energy use is based on PG&E customer billings for 1984; at-source thermal energy, given in British thermal units, Btu, is based on information received from PG&E, Technical Service Department, May 10, 1984.

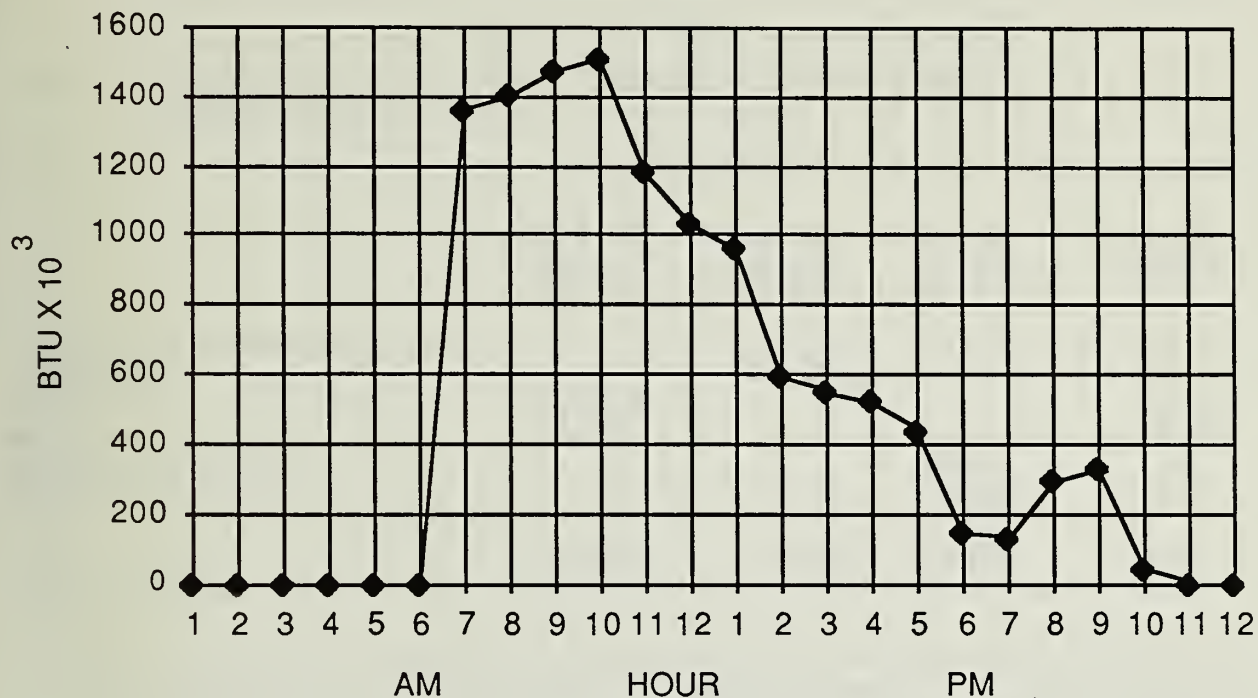


PEAK DAY ELECTRICAL DEMAND BY HOUR (AUGUST)

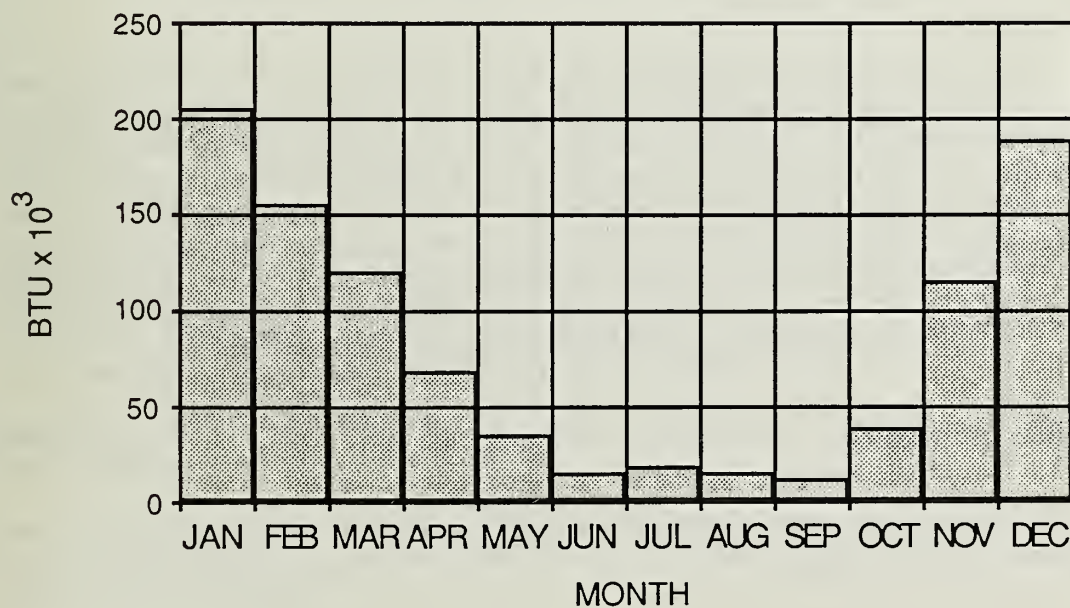


ANNUAL CONSUMPTION OF ELECTRICITY BY MONTH

FIGURE 3
ELECTRICITY-PEAK DAY DEMAND
AND ANNUAL CONSUMPTION



PEAK DAY NATURAL GAS LOAD DISTRIBUTION (JAN. 1ST)



ANNUAL NATURAL GAS LOAD DISTRIBUTION

FIGURE 4
NATURAL GAS PEAK DAY AND
ANNUAL GAS LOAD DISTRIBUTION

TABLE 2: PROJECT-RELATED ANNUAL TRANSPORTATION ENERGY CONSUMPTION/a/

	Electricity (kWh)	Gasoline (Gallons)	Diesel (Gallons)	Total Btu (Billion)
Auto/Taxi/Jitney/Motorcycle/ Charter Bus	--	115,000	--	16.1
BART	1,250,000	--	--	12.8
Muni Electric	96,200	--	--	0.98
Regional Bus Systems	--	--	22,000	3.5
SPRR	--	--	4,200	0.67
Project Total	1,350,000	115,000	26,200	34.0

/a/ The methods used to calculate these figures are described in detail in the Downtown Plan EIR, EE81.8, certified November 18, 1984, in Appendix N. The associated data is contained in Table 6 of that document. Calculations are also based, in part, on vehicle miles travelled (see calculations for the project on file at the Department of City Planning, Office of Environmental Review, 450 McAllister St.).

SOURCE: Environmental Science Associates, Inc.

/2/ The British thermal unit (Btu) is the quantity of heat required to raise the temperature of one pound of water one degree Fahrenheit at sea level; all references to Btu in this Initial Study are at-source values. The term "at-source" means that adjustments have been made in the calculation of the thermal energy equivalent (Btu) for losses in energy that occur during generation, transmission, and distribution of the various energy forms as specified in: ERCDC, 1977, Energy Conservation Design Manual for New Non-Residential Buildings, Energy Conservation and Development Commission, Sacramento, California, and Apostolos, J. A., W. R. Shoemaker, and E. C. Shirley, 1978 Energy and Transportation System, California Department of Transportation, Sacramento, California, Project #20-7, Task 8.

/3/ Hannon, B., et al., 1978, "Energy and Labor in the Construction Sector," Science 202:837-847.

/4/ San Francisco Department of City Planning, Downtown Plan Environmental Impact Report (EIR) (EE81.3), certified October 18, 1984, Vol. 1, pp. IV.G.3-4. (Note: one cu. ft = 1,100 Btu)

12) <u>Hazards.</u> Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
* (a) Create a potential public health hazard or involve the use, production or disposal of materials which pose a hazard to people or animal or plant populations in the area affected?	—	<u>X</u>	<u>X</u>
* (b) Interfere with emergency response plans or emergency evacuation plans?	—	<u>X</u>	<u>X</u>
(c) Create a potentially substantial fire hazard?	—	<u>X</u>	<u>X</u>

The project would not create a potential public health hazard through the production or disposal of harmful materials.

The project would increase the daytime population in downtown San Francisco. Employees in the proposed building would contribute to congestion if an emergency evacuation of the downtown area were required. An evacuation and emergency response would be developed as part of the proposed project (see pp. 29 and 30). The project's emergency plan would be coordinated with the City's emergency planning activities. This mitigation measure is proposed as part of the project; thus this topic will not be discussed in the EIR.

The increased number of persons using the site would not substantially increase the fire hazard at the site as the project would be required to conform to the Life Safety provisions of the San Francisco Building Code and Title 24 of the State Building Code. The project would replace buildings built prior to these code requirements.

13) <u>Cultural.</u> Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
* (a) Disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to a community or ethnic or social group; or a paleontological site except as a part of a scientific study?	<u>X</u>	—	<u>X</u>
(b) Conflict with established recreational, educational, religious or scientific uses of the area?	—	<u>X</u>	—
(c) Conflict with the preservation of buildings subject to the provisions of Article 10 or Article 11 of the City Planning Code?	—	<u>X</u>	<u>X</u>

Archival research was conducted regarding the possibility of encountering artifacts on the site./1/

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

There is no recorded occupation or use of the project site and area during the Prehistoric (ca. 6000 B.C. - 1775 A.D.), Spanish/Mexican (1775 - 1845), or Early American (1846 - 1848) periods. When the first U.S. Coastal Survey map was prepared in 1852, the project site was still undeveloped. Between 1852 and 1854, the site was first graded and a significant portion of the natural topography was cut away. The first documented occupation of the project site took place in the middle 1850s. Archival research indicates that the site contains little to no cultural resources which precede the middle to late 1850s and that none of the documented uses on the project site appear to have been associated with historically significant persons or events. However, archaeological deposits associated with the later Gold Rush, City Building and Late Nineteenth Century periods could exist at the project site. This topic will be discussed further in the EIR.

West of and adjacent to the site, at 631 Howard St., is the William Volker Building, rated "Category II" (architecturally significant) in the Downtown Plan. The project site is adjacent to, but not within, the New Montgomery - Second Street Conservation District, one of the earliest extensions of the Financial District into South of Market.

Architectural resources in the project vicinity, including the William Volker Building adjacent to the project site, will be discussed in the urban design section of the EIR.

NOTE - Cultural

/1/ An archaeological resources report titled Cultural Resources Evaluation of 222 Second Street, San Francisco, California was prepared for the proposed site by Allen G. Pastron, Ph.D., of Archeo-Tec, April 1986, and is on file at the Office of Environmental Review, Department of City Planning, 450 McAllister St., San Francisco.

C.	<u>OTHER</u>	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
	Require approval of permits from City Departments other than Department of City Planning or Bureau of Building Inspection, or from Regional, State or Federal Agencies?	—	<u>X</u>	—
D.	<u>MITIGATION MEASURES</u>	<u>Yes</u>	<u>No</u>	<u>N/A</u> <u>Discussed</u>
	1) If any significant effects have been identified, are there ways to mitigate them?		X	

	<u>Yes</u>	<u>No</u>	<u>N/A</u>	<u>Discussed</u>
2) Are all mitigation measures identified above included in the project?	<u>X</u>	<u> </u>	<u> </u>	<u>X</u>

The following are mitigation measures related to topics determined to require no further analysis in the EIR. The EIR will contain a mitigation chapter describing these measures and also including other measures which would be, or could be, adopted to reduce potential adverse effects of the project identified in the EIR.

Operational Noise

- As recommended by the Environmental Protection Element of the San Francisco Master Plan, an analysis of noise reduction measurements would be prepared by the project sponsor and recommended noise insulation features would be included as part of the proposed building. For example, such design features could include fixed windows and climate control.

Construction Air Quality

- The project sponsor would require the general contractor to sprinkle demolition sites with water continually during demolition activity; sprinkle unpaved construction areas with water at least twice per day to reduce dust generation by about 50%; cover stockpiles of soil, sand, and other materials; cover trucks hauling debris, soils, sand or other such material; and sweep streets surrounding demolition and construction sites at least once per day to reduce total suspended particulates (TSP) emissions. The project sponsor would require the general contractor to maintain and operate construction equipment so as to minimize exhaust emissions of TSP and other pollutants by such means as a prohibition on idling of motors when equipment is not in use or trucks are waiting in queues, and implementation of specific maintenance programs (to reduce emissions) for equipment that would be in frequent use for much of a construction period.

Geology/Topography/Hydrology

- A detailed foundation and structural design study would be conducted for the building by a California-licensed structural engineer and a geotechnical consultant. The

project sponsor would follow the recommendations of these studies during the final design, excavation and construction of the project.

- As dewatering would be necessary, groundwater pumped from the site would be retained in a holding tank to allow suspended particles to settle, if this is found necessary by the Industrial Waste Division of the Department of Public Works, to reduce the amount of sediment entering the storm drain/sewer lines.
- As dewatering would be necessary, the final soils report would address the potential settlement and subsidence impacts of this dewatering. Based upon this discussion, the soils report would contain a determination as to whether or not a lateral and settlement survey should be done to monitor any movement or settlement of surrounding buildings and adjacent streets. If a monitoring survey is recommended, the Department of Public Works would require that a Special Inspector (as defined in Article 3 of the Building Code) be retained by the project sponsor to perform this monitoring. Groundwater observation wells would be installed to monitor the level of the water table and other instruments would be used to monitor potential settlement and subsidence. If, in the judgment of the Special Inspector, unacceptable subsidence were to occur during construction, groundwater recharge would be used to halt this settlement. The project sponsor would delay construction if necessary. Cost for the survey and any necessary repairs to service under the street would be borne by the project sponsor.
- If dewatering is undertaken for the project, the groundwater level in the site vicinity should be monitored. If lowering of the groundwater table were to threaten wooden pile foundations, groundwater recharge would be used to stabilize the groundwater level.

Water Quality

- See the second measure under Geology/Topography/Hydrology, above, for mitigation proposed to prevent sediment from entering storm sewers.

Energy

- A variable-air-volume air conditioning system would control the volume of conditioned air so that the building would maintain a comfortable temperature, efficiently.
- Fluorescent lights with parabolic diffusers would be used to conserve energy and reduce glare. Return air diffuser slots in light fixtures would reduce air conditioning loads by removing part of the heat generated by light fixtures. Whenever possible, office suites would be equipped with individualized light switches, and timeclock operation to conserve electrical energy.
- Natural gas would be used for space and water heating.
- An economizer would be used for cooling whenever the outside air is below building temperature.
- A central programmable lighting control system for master on/off control of tenant area and garage lighting would be incorporated into the project.
- The perimeter tenant lighting fixtures would be separately controlled to reduce lighting load when natural daylight is available.
- A carbon monoxide monitoring system would control garage ventilation to avoid unnecessary operations of fans.

Hazards

- An evacuation and emergency response plan would be developed by the project sponsor or building management staff, in consultation with the Mayor's Office of Emergency Services to insure coordination between the City's emergency planning activities and the project's plan and to provide for building occupants in the event of an emergency. The project plan would be reviewed by the Office of Emergency Services and implemented by building management insofar as feasible before issuance by the Department of Public Works of final building permits.

- To expedite implementation of the City's emergency response plan, the project sponsor would prominently post information for building occupants concerning what to do in the event of a disaster.

E. ALTERNATIVES

Alternatives to the proposed project include the following:

- A. No Project: The site would remain in its existing condition with all buildings remaining.
- B. No Parking: The building would contain no parking spaces within the structure.
- C. Planning Code - conforming project without TDR's. The building would be constructed to a maximum floor area allowed without TDRs.
- D. Maximum Floor Area with TDRs: A project with a maximum allowable floor area with TDRs.

These alternatives and their potential impacts will be discussed in the EIR.

F. MANDATORY FINDINGS OF SIGNIFICANCE

Yes No Discussed

- | | | | |
|---|----------|----------|----------|
| *1) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or pre-history? | — | <u>X</u> | — |
| *2) Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? | — | <u>X</u> | — |
| *3) Does the project have possible environmental effects which are individually limited, but cumulatively considerable? (Analyze in the light of past projects, other current projects, and probable future projects.) | <u>X</u> | — | <u>X</u> |
| *4) Would the project cause substantial adverse effects on human beings, either directly or indirectly? | — | <u>X</u> | — |
| *5) Is there a serious public controversy concerning the possible environmental effect of the project? | — | <u>X</u> | — |

The project would contribute to cumulative impacts in the areas of transportation and air quality. The EIR will incorporate by reference the analyses for air quality and

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

transportation contained in the Downtown Plan EIR. Those analyses remain current for future and project conditions.

G. DETERMINATION THAT A TIERED EIR IS REQUIRED

In light of the discussion in this Initial Study, a tiered EIR is required for this project pursuant to the requirements of Section 21094(b) as follows:

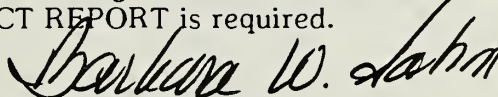
1. The project would be consistent with the Downtown Plan, policies and ordinances for which a Final EIR (EE81.3) was certified October 18, 1984;
2. The project would be consistent with applicable local land use plans and zoning pursuant to the Downtown Plan and Planning Code, with allowable exceptions; and,
3. Section 21166 does not apply.

H. ON THE BASIS OF THIS INITIAL STUDY

___ I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared by the Department of City Planning.

___ I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because the mitigation measures, numbers ___ in the discussion, have been included as part of the proposed project. A NEGATIVE DECLARATION will be prepared.

X I find that the proposed project MAY have a significant effect on the environment, and a tiered ENVIRONMENTAL IMPACT REPORT is required.



Barbara W. Sahm
Environmental Review Officer

for

Dean L. Macris
Director of Planning

Date: 12/22/86

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